

Application No.: 10/658,791

Docket No.: 22129-00003-US2

**AMENDMENTS TO THE SPECIFICATION**

Please insert the following paragraphs on page 9 after line 12:

A method of the present invention preferably imparts a reduction from between 10% to 60% of the erosion/corrosion compared to AA7072 as measured by maximum pit depth in microns for fluid velocity rates from 3.0 – 9.0 ft./sec. In addition, a method of the present invention preferably imparts a reduction from between 10% to 60% of the erosion/corrosion compared to AA7072 as measured by average pit depth in microns for fluid velocity rates up to 10.0 m/sec (32 ft./sec.). A heat exchanger of the present invention preferably shows substantially no difference in maximum and/or average pit depth after being exposed to fluid velocities from 3.0 – 9.0 ft./sec. for 250 hours. And tube stock of the present invention will preferably have a maximum pit depth of up to 40 microns when exposed to a fluid at a velocity of 7.75 ft./sec. for 250 hours.

Please make the following amendment to page 7, line 13:

Brazing sheet used in aluminum radiator tubes are composites that generally comprise two or three aluminum alloys that are roll bonded together to form a single sheet. One surface (typically 5-15 percent of the composite thickness) preferably comprises a high-silicon braze clad alloy that serves as the exterior surface to provide filler material for joint formation during the brazing process. This surface can preferably be 0.0005" - 0.002", more particularly, 0.0007 or 0.0008" – 0.0015" in thickness. The other surface is typically either the exposed core alloy, or an inner-liner alloy (typically 5-15 percent of the composite thickness, namely, advantageously from 0.0005" - 0.002", more preferably 0.0008" – 0.0015". The inner-liner is advantageously added to improve corrosion resistance to the engine cooling fluids. It is the inner-liner that is included at least in part to minimize problems due to erosion /corrosion in the interior of the tube which develops due to the extremely high velocity of coolant that is moving therethrough.